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RAWLEY'S PURE ICE CREAM

is Used in All the
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Quality Inn

W. W. AHANA CO.

Tailors
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WOMEN'S APPAREL
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Have You Had Your Feet

"Footographed" Yet?
REGAL BOOT SHOP
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The Waterhouse Co., Ltd.

Underwood Typewriters
YOUNG BUILDING

HONOLULU MUSIC CO.

Everything Musical
Fort, next to the Clarion
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HAWAIIAN COAT-OF-ARMS
Fine Assortment
H. CULMAN, LTD., Fort St.
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RAWLEY'S

SILVA'S TOGGERY

Limited
THE STORE FOR GOOD
CLOTHES
King Building King Street

JEWELRY

Manufactured to Order and Re-
paired. Work Guaranteed
J. E. GOMES
307 Boston Bldg.

FURNISH YOUR HOME RIGHT

By fitting it throughout with our
dependable electric fixtures.
ELECTRIC SHOP
Phone 4344 1135 Fort St.

For Good Ice

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OAHU ICE CO.



Deal With the
Quality Grocers

HENRY MAY
& CO., LTD.
Fort St.

**TWO EXCELSIORS
AND ONE INDIAN
IN FINAL DASH**

LOS ANGELES, May 29.—Four bat-
tle-scarred men and machines, all who
survived of the ten starters, shot up to
the Los Angeles M. C. clubhouse
tonight at dusk and John Hancock
the final control sheets which rung
down the curtain on the annual club
endurance run, 987 miles this year,
and the greatest man and machine
wrecking motorcycle contest which
ever has been staged on American
roads. Three of the four veterans of
the three-day contest with the worst
mountain and desert trails which
could be picked to compose an endur-
ance course, rolled in with that
mighty good feeling that always goes
with the road rider's knowledge that
he has a perfect score. The blue
ribben trio was composed of Wells
Bennett and Ray Fletcher, of the Ex-
celsior and Fred Ludlow on a 1911
Indian. Along with the honor divi-
sion, led in a slightly less joyful frame
of mind, came J. A. Fletcher on a
1916 Indian. Fletcher had a dent in
his score for being late at control on
the first day, and was reported to
have earned a 21-point penalty.
No Perfect Scores Expected
That there should have been any
perfect scores was considered remark-
able by those intimately familiar with
the battle ground, for none were ex-
pected. The club contest committee
frankly admitted that the pathfinders
had been ordered to lay out a "hard"
course for this year's run, and that
was stating it very mildly and velvety
indeed. Those who were wise enough
to "feel out" the course before the
run started brought back reports that
it was a "killer" both for man and
machine under the fast 25-mile-an-
hour schedule laid down. This was
amply proven both by the statements
of the men who finished, and the re-
tirement records of those who fell in
action. The opinion is unanimous
that this year's run was by far the
toughest in every respect that has
ever been held in the West, if not in
the entire United States. It is no
secret that the fast schedule and the
reports brought back by the men who
tried out the course were responsible
for scaring off more than a couple of
prospective entries.

As the shadows of a chill and bleak-
night began to scampers before the
first rays of approaching dawn in the
eastern sky, muffled figures loomed
up at the clubhouse out of the stygian
darkness, coming from the four winds,
and heralding their approach in the
familiar ratt-tat which invariably
means one of two things, a Gat-
ling gun or a motorcycle. They came
solo and tandem, in one's and two's.
Some seem to take the long trail in
pursuit of gold and glory, others to
witness the start and wish the con-
tenders luck, and still others to place
the seal of officialdom on the pro-
ceedings.
There was a busy stir around the
clubhouse, and small groups gathered
here and there in the dusk of dawn,
some speculating on what So-and-So
would probably do, or in the case of
the contenders themselves, trying to
remember if they had forgotten any
thing and talking over plans with
team-mates. The sky was leaden and
ominous looking, but no self-appointed
weather prophet ventured to sug-
gest rain—no indeed, not in Southern
California on the threshold of June!

On the Eve of Battle
The stars were set for the racing of
the small but brave band of en-
thusiastic men on their adventurous
and hazardous expedition. President
A. H. Longley sat at the table on the
lawn with the check-out sheets be-
fore him and watch in hand. Sched-
ule cards for the first day and riding
numbers were distributed to the ten
men who had enlisted for the fray.
There were two teams, Indian and Ex-
celsior, consisting of squads of three
each, while the other four starters
rode as individuals.

Moreland knew whereof he spoke.
The truck user was due for a huge
surprise, as the new Moreland was al-
ready in the final stages of construc-
tion. The largest model is fully in-
keeping with Moreland traditions and
progress in every respect, and em-
bodies all the refinements and im-
provements suggested in years of ex-
perience in the manufacture of power
vehicles of every description.
From radiator to tail-light the mir-
aculous Moreland is designed and con-
structed along purely truck lines. The
first instalment was rolled on the as-
sembly floor of the big truck plant
the quite recently and have since
been subjected to the most severe tes-
ts possible.
Designed especially for the require-
ments of western transportation and
equipped with the Moreland gasifier
and worm drive the future of the little
Moreland is already assured. The
first truck has been on the road less
than a week and a large number of
orders have been closed.
For the present the little three-quarter
tonner will be manufactured at
the rate of 50 a month.

**SMALL MORELAND
TRUCK ON MARKET**

At a recent gathering of transporta-
tion experts in New York City, during
the course of which Watt Moreland,
manager of the Moreland Motor Truck
company of Los Angeles, stated that
he would manufacture a three-quarter
ton motor truck that would turn the
eyes of the commercial car world to-
ward the coast, few realized the im-
portance of the California truck man-
ufacture's prediction.

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the rate of 50 a month.
The American Sugar Refining Co.,
has accepted an additional order from
the British Commission to refine
sugar at its Chulmet plant in
Louisiana.

**WAY TO MORE MILEAGE FOR OWNERS
AND THOUGHTFUL DRIVERS OF CARS**

IN 24 CHAPTERS—CHAPTER 10

Deterioration, contrary to the gen-
eral impression, is not necessarily a
result of age, but is largely influenced
by the conditions under which tires
are held in stock.

When exposed to the light and sun,
especially to the hot summer sun, the
rubber will dry out, harden and the
efficiency and life of the tire will be
impaired. As a protection from light,
when held in stock by a dealer or car-
ried as an extra by the user, tires are
wrapped in paper—this also serves to
preserve the shape of the tire. It is
recommended that the paper wrapper
be left on extra tires, or, if the paper
be removed, it is a good plan to put
the tires into service for a short time
until the rubber becomes soiled—fill-
ing the pores and covering with a thin
coating of dirt will have a preserva-
tive effect.

Tires should not be kept in a warm
place for any great length of time, as
light and heat will cause the sulphur
to come to the surface and make the
rubber minutely porous. After "gum
checking" or oxidation takes place
the nerve or fiber of the rubber is de-
stroyed, with consequent effect upon
the flexibility and durability. A dark
dry room at a temperature of from 40
degrees to 50 degrees is most favor-
able for retarding chemical action in
the rubber tread, side walls and the
adhesive "friction" stock between the
layers of fabric.

When the car is laid up for the sea-
son, or for other reasons is not used
for several weeks, the stale air should
be removed from the tires. Partly
inflate with fresh air—enough to
round out the tires, and cover with
muslin or other material to protect
from the light. The weight of the car
should be supported by blocks or
jacks so that there will not be any
weight on the tires.

If the tires be removed from the
wheels, have a competent repair man
lock them over carefully and give
such attention as may be necessary
then wrap with paper or burlap.
Before using tires again examine
them carefully for cuts on the out-
side remove tacks and small nails, re-
inforce any small breaks in the fabric
inside and lubricate fabric, also in-
ner tube, with powdered mica. Make
sure that rims are not dented or other-
wise irregular. Apply a thin solution
of graphite, shellac and alcohol.

MOTOR HONKS

By Otto Horne

Very often trouble with the car-
buretor can be eliminated by remov-
ing the pipe line and cleaning same.
Usually there is a strainer at the
base of the carburetor or at some
point in the pipe line. This strainer
or trap frequently becomes clogged
to such an extent that the carburetor
does not obtain sufficient flow
of gasoline. Before changing the
adjustment of the carburetor it is
advisable to determine whether there
are any obstructions and remove same
from the line.

Service from tires may be increas-
ed by changing the front tires to the
rear and the rear tires to the front
after reasonable wear. The rear tires
work under the driving strain and
wear out more rapidly. The front tires
simply roll and have less work to do.
By changing the rear tires forward
the service from these may be in-
creased considerably.

When gear cases of differential
boxes are provided with vents to
permit the escape of air under pres-
sure, the vents should be taken care
should be taken to see that the vents
are kept free. Not infrequently care-
less painters cover the screen that
generally is fitted to the opening,
which makes it as good as no opening
at all.

Plans are under way at San Fran-
cisco for a speedway. The California
speedway association has met with
enthusiasm from the auto-
mobile fraternity and especially the
trade and a site is being sought.
This speedway will provide winter
employment for the drivers who will
also have other racing all through
California on the coast and track and
on boulevard courses.

Too much grease in the transmis-
sion is likely to make the parts all
most as noisy as too little. It is poor
practice to fill transmission cases to
the brim in an attempt to silence the
noisy growl from the gears. The bet-
ter way is to fill the case about half
way, unless the manufacturer recom-
mends some other limit.

Frequent adjustment of the spark
plug points will often obviate a dis-
agreeable miss in the motor when
driving. If a plug is foul or the
points too far apart a miss is bound
to result. Very often the carburetor
or magneto is blamed when the
source of trouble really lies in the
plugs.

PATHFINDERS FOR HOLLAND

Barend J. Tendam, an automobile
dealer of Holland, was recently in
this country and among his purchases
were 10 Pathfinder cars to be shipped
to Asiatic colonies of his country.

can you guess
WHICH HOTEL IN
San Francisco
HAS THIS POLICY
EVERY ROOM
with private bath and large
dressing closet
\$1.50
A DAY — NO HIGHER
ONE OR TWO PERSONS

**20,000 EMPLOYEES
OF FIRESTONE CO.
HOLD BIG PICNIC**

Employees of the Firestone Tire &
Rubber Company and their families,
to the number of 20,000 gathered at
beautiful Silver Lake Park, near Ak-
ron, O., Saturday, July 29, for the big
annual Firestone outing. It has been
the custom of H. S. Firestone, presi-
dent of the big rubber company bear-
ing his name, to give his thousands of
employees a big, joyful holiday each
year at the expense of the company.
The rapid growth of the company is
making the attendance at these pic-
nics greater every year and the
handling of 20,000 persons is no small
undertaking. There was not a dull
moment in the big event and the com-
mittee in charge arranged a program
that provided entertainment and ac-
tion from morning until night. Var-
ious competitive games and races were
indulged in and cash prizes aggregat-
ing several hundred dollars were dis-
tributed by the company to the win-
ners.

The time honored baseball game
between the factory and general
office department resulted in a
scrappy contest for a \$100 prize and
went 11 innings, with final victory for
the factory men. Foot races, novelty
races, water sports, rowing and swim-
ming and a special greased pole walk-
ing event were some of the features
that kept the big crowd interested
throughout the day. Complimentary
tickets for practically everything were
furnished by the company, providing
free transportation to and from the
park, entitling the Firestonites to ice

cream cones, rides on the merry-go-
round, figure "8," miniature railway
and other attractions. Several bands
furnished music and the evening was
taken up with dancing. The picnic
custom is an old one with the Fire-
stone Company and is one of the
many ways in which the executives
promote the Firestone spirit of mu-
tuality and loyalty.

OAKLAND CONVENTION

Branch managers for the Oakland
Motor Car Company recently held a
meeting in Pontiac. Among those in
attendance were: E. J. Kilborn, Chi-
cago; A. B. Tenbrook, Kansas City;
R. S. Shoup, Indianapolis; R. L. Losey,
Minneapolis; Z. S. Vertner, Philadel-
phia; W. R. Tracy, Pontiac.

PANTASOTE ON CHALMERS

The Pantasote Company has closed
a contract with the Chalmers Motor
Company whereby Pantasote will be
standard top material on the new
Chalmers model 7-22.

Bellevue Hotel

Corner of Geary and Taylor Sts.
SAN FRANCISCO
Absolutely fireproof. In the
heart of the downtown section
with access to all the principal
stores and theaters.
Three hundred rooms. Every
room with private bath.
RATES:
European Plan, \$1.50 per day up.
American Plan, \$3.50 per day
up.
Take taxi from depot or ferry
to hotel at our expense.
For reservations and other in-
formation see
WILLIAM L. WARREN,
Phone 2273 1069 Fort St.
In the evening at the Pleasan-
ton Hotel, Honolulu, T. H.

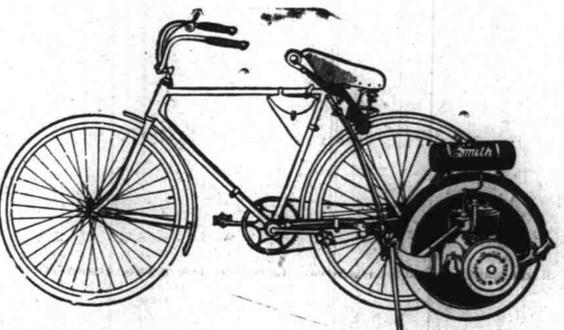
**AUTO
FENDERS
and
BODIES**

Made to order for any
make car.
K. MISHIMA
King St., near Punchbowl

**AUDIT COMPANY
OF HAWAII**

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Suggestions given for simpli-
fying or systematizing office
work. All business confidential.
Conducts all classes of Audits
and investigations and furnishes
Reports on all kinds of finan-
cial work.

The Lukens Iron & Steel Co.'s new
plate mill now being built at Coates-
ville, Pa., will be able to handle
plates 192 inches wide.



Why Not Enjoy the Beauties of Hawaii

on a

**SMITH
MOTOR WHEEL**

One hundred and twenty-five miles
on one gallon of gasoline

Around the island and further for
22 cents

Complete with Iver-Johnson
Truss Frame Bicycle

\$110.00 Time \$100.00 Cash

Schuman Carriage Co., Ltd.

Corner Alakea and Merchant Streets
Honolulu